



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02189 - Margaret St Bicycle Boulevard & McKnight Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/01/2014 3:53 PM

Primary Contact

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	<small>Salutation</small>	<small>First Name</small>	<small>Middle Name</small>	<small>Last Name</small>
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	<small>City</small>	<small>State/Province</small>	<small>Postal Code/Zip</small>	
Phone:*	651-266-6146			
	<small>Phone</small>	<small>Ext.</small>		
Fax:				
What Grant Programs are you most interested in?	Regional Solicitation - Bicycle and Pedestrian Facilities			

Organization Information

Name: ST PAUL, CITY OF
Jurisdictional Agency (if different):

Organization Type: City
Organization Website:
Address: 15 W KELLOGG BLVD
700 CITY HALL

* ST. PAUL Minnesota 55102
City State/Province Postal Code/Zip
County: Ramsey
Phone:* 651-266-8797
Ext.
Fax:
PeopleSoft Vendor Number 0000003222A33

Project Information

Project Name Margaret St Bicycle Boulevard & McKnight Trail
Primary County where the Project is Located Ramsey
Jurisdictional Agency (If Different than the Applicant):

The project would construct a bicycle boulevard facility on Margaret Street from Forest Street to McKnight Road and an off-street path along McKnight Road from Minnehaha Avenue to Hudson Road. The bicycle boulevard would include construction of 5 neighborhood traffic circles, bumpouts at intersections with three major streets, implementation of a dynamic display speed sign or other crossing treatment at White Bear Avenue, and intersection geometry improvements at Johnson Parkway.

In 2014, the City of Saint Paul invested \$100,000 of local funding on a planning and construction effort to lead a public involvement process to guide a vision for improvements along Margaret Street. However, funding limitations for capital improvements permitted only the addition of pavement markings and signage to establish a bicycle route, leaving many of the safety enhancements uncompleted. This proposed project would complete the vision established by the local neighborhoods for safety improvements along Margaret Street. The off street path along the west side of McKnight Road would connect users of the bicycle boulevard to travel north/south to reach one of the existing traffic signals along McKnight to safely cross the four-lane undivided roadway.

Margaret Street is an important east/west route for bicycling across the east side of Saint Paul. While traffic volumes on Margaret are low, additional improvements to the corridor help establish a safe bicycling alternative to much busier streets such as Minnehaha Avenue or 3rd Street.

Brief Project Description (Limit 2,800 characters; approximately 400 words)

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles)

3.5

Connection to Local Planning:

Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

Connection to Local Planning

The City's 2008 Comprehensive Plan directs staff to "Develop and Maintain a complete and connected bikeway system" (page T-16) and to "Promote Bicycle Boulevards as a new type of bikeway" (page T-17). The Comprehensive Plan identified several bikeway "search corridors" (Figure T-D, Page T-18) for further refinement of the final alignment. The Margaret Street Bicycle Boulevard project was identified as a specific alignment within one of the identified "search corridors". The project idea was awarded \$100,000 of local funding in 2014 for planning and minimal implementation. The route was nominally established with signs and shared lane markings in 2014.

Margaret Street was identified as part of the Tier 1 Regional Bicycle Transportation Network by the Metropolitan Council in 2014, and is identified as a "Major Bikeway" on Figure 4 of the draft Saint Paul Bicycle Plan, which is anticipated to be adopted in February 2015.



Project Funding

Are you applying for funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$1,251,549.00

Match Amount \$312,888.00

Minimum of 20% of project total

Project Total \$1,564,437.00

Match Percentage 20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Local Funds

Preferred Program Year

Select one:

2018

Project Information

County, City, or Lead Agency

City of Saint Paul

Zip Code where Majority of Work is Being Performed

55106

(Approximate) Begin Construction Date

05/01/2018

(Approximate) End Construction Date

12/01/2018

LOCATION

From:

(Intersection or Address)

Bike Blvd: Margaret Street @ Forest Street, Off-Street Path:
McKnight Road @ Minnehaha Ave

Do not include legal description;

*Include name of roadway if majority of facility
runs adjacent to a single corridor.*

To:

(Intersection or Address)

Bike Blvd: Margaret Street @ McKnight Road, Off-Street Path:
McKnight Road @ Hudson Road

Type of Work

aggregate base, bituminous base, bituminous surface,
sidewalks, signals, lighting, ped ramps, signage, pavement
markings, bicycle path

*Examples: grading, aggregate base, bituminous base, bituminous surface,
sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,
Park & Ride, etc.)*

BRIDGE/CULVERT PROJECTS

(If Applicable)

Old Bridge/Culvert?

No

New Bridge/Culvert?

No

Structure is Over/Under

(Bridge or culvert name):

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

Cost

Mobilization (approx. 5% of total cost)

\$0.00

Removals (approx. 5% of total cost)

\$77,340.00

Roadway (grading, borrow, etc.)

\$14,500.00

Roadway (aggregates and paving)

\$131,020.00

Subgrade Correction (muck)

\$0.00

Storm Sewer

\$40,407.00

Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$53,500.00
Traffic Control	\$62,613.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$60,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$67,000.00
Other Roadway Elements	\$98,400.00
Totals	\$604,780.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$673,180.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$185,500.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$100,977.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$959,657.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$1,564,437.00
Construction Cost Total	\$1,564,437.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

Check the box to indicate that the project meets this requirement. Yes

2. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

3. Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

4. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

Check the box to indicate that the project meets this requirement. Yes

5. The project must comply with the Americans with Disabilities Act.

Check the box to indicate that the project meets this requirement. Yes

6. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement. Yes

8. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

9. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement. Yes

2. The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).

Check the box to indicate that the project meets this requirement. Yes

3. The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.

Check the box to indicate that the project meets this requirement. Yes

4. Seventy percent of the project cost must fall under one of the following eligible activities:

Check the box to indicate that the project meets this requirement. Yes

For Safe Routes to School Projects Only

5. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

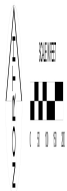
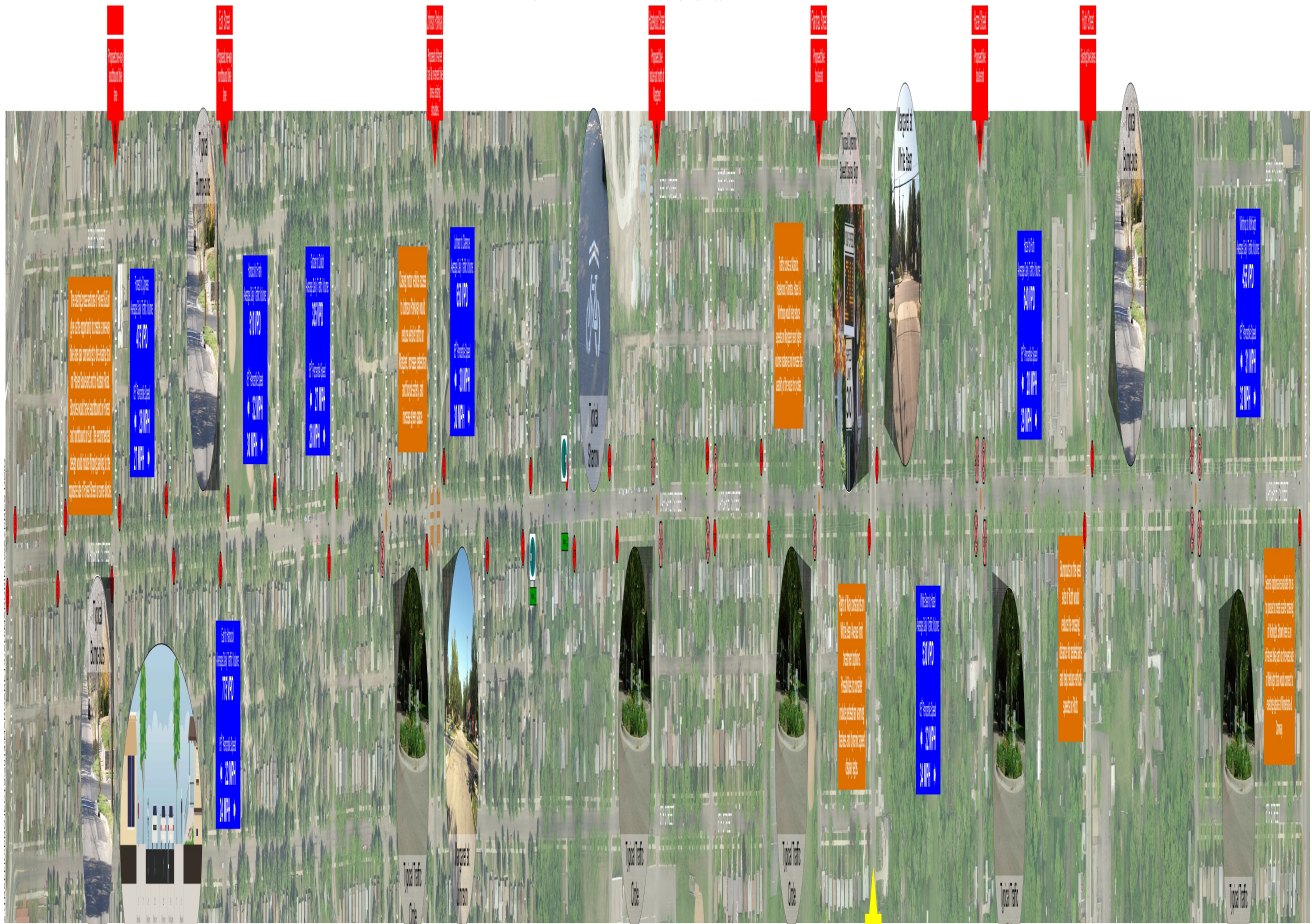
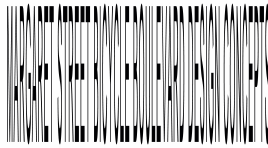
6. All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the project meets this requirement.

7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.

Other Attachments



Margaret Street Bicycle Boulevard Design Concepts

14.5 MB

File Name	Description	File Size
City Council Resolution - Certified Copy.pdf	City Council Resolution for Local Match	26 KB
MargaretMcKnightProjectMap.pdf	Margaret St Bicycle Boulevard & McKnight Trail Map	6.1 MB

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 2, RBTN Corridor

(Tier 1 or Tier 2)

Direct connection to the RBTN

OR

Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county or city plan

Upload Map RBTN.pdf

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only) 82226

Existing Employment Within One Mile (Integer Only) 35364

Completed by Metropolitan Council Staff

Total Project Cost \$1,564,437.00

Cost Effectiveness for Population \$19.03

Cost Effectiveness for Employment \$44.24

Upload Map Population.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty Yes

Project located in Concentrated Area of Poverty

Projects census tracts are above the regional average for population in poverty or population of color

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly.

The proposed bikeway will be an asset to low income and minority populations in the area. The project will provide a safe and attractive way for residents of the city to get around without shouldering the costs of driving and owning a car. Roughly 15% of Saint Paul residents do not have access to a motor vehicle and rely on bicycling, walking and transit to get around the city, however, there is not currently an east/west bicycle facility on Saint Pauls east side. This proposed project would address safety concerns that may discourage residents from using a bicycle.

Response (Limit 1,400 characters; approximately 200 words)

The proposed bicycle boulevard maximizes the utility of the existing low volume street while minimizing potential impacts. There will not be any impacts to on-street parking or other roadway uses.

The off-street shared-use path along McKnight Road will help residents of the east side access the Sun Ray Shopping Center, including the grocery store, which is an important destination for lower income east side residents seeking access to fresh & healthy foods.

Upload Map

Economic.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
City of Saint Paul	3.5
	4

Total Project Length

Total Project Length	3.5
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Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
City of Saint Paul	3.5	3.5	98.0	1.0	98.0
		4	98	1	98

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	3.5
Total Housing Score	98.0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Closes a Gap on or off the RBTN including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists)

Closes a Gap Yes

Provides a Facility That Crosses or Circumvents a Physical Barrier (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway

Provides a Facility That Crosses or Circumvents a Physical Barrier Yes

Improves Continuity and/or Connections Between Jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions Yes

The proposed project closes a gap on the Regional Bicycle Transportation Network by constructing an east/west bicycle facility on Margaret Street in a part of the city where there are no other east/west bicycle facilities and helping bicyclists cross major multi-lane roadways. Crossing treatments are proposed to help bicyclists cross busy intersections at Johnson Parkway (2-lane 11,300 ADT), White Bear Avenue (4-lane undivided 18,000 ADT), and McKnight Road (4-lane divided 18,000 ADT). Geometric improvements will aid crossing Johnson Parkway, and a dynamic speed display sign or other crossing treatment will aid crossing White Bear Avenue.

Response (Limit 1,400 characters; approximately 200 words)

The proposed shared-use trail to be constructed along McKnight Road will help create connections between Saint Paul and Maplewood, including the 3M campus. The proposed off-street path along McKnight closes a gap in the existing north/south trail network along McKnight Road. Bicyclists using the Margaret Street Bikeway will be able to use the proposed trail along McKnight Road to access existing signalized intersections at Minnehaha Ave, Conway Ave, or Hudson Road to cross McKnight Road and continue eastward into Maplewood.

The proposed facilities are designed to be appropriate for bicyclists of all ages and abilities. A Margaret Street Bike Blvd will provide an alternative to more heavily trafficked east/west roadways.

Measure B: Project Improvements

Response (Limit 1,400 characters; approximately 200 words)

The project as proposed seeks to correct safety issues associated with high traffic volume and compromised pedestrian and bicyclist safety along Margaret Street and McKnight Road. While Margaret Street experiences low traffic volumes, intersecting high-volume arterial streets present significant safety barriers for pedestrians and bicyclists wishing to cross. Crossing treatments at Johnson Parkway (11,300 ADT), White Bear Avenue (18,000 ADT), and McKnight Road (18,000 ADT) are proposed to help bicyclists and pedestrian safely navigate across the roadways. The installation of neighborhood traffic circles and bumpouts will calm traffic and reduce crossing distances, increasing safety while reducing points of conflict between motor vehicles and non-motorized traffic. The correction of intersection geometry and the implementation of ADA-compliant facilities at Johnson Parkway will enable improved navigation and safety through the intersection for non-motorized users. On McKnight Road, high traffic speed, volume, and the absence of dedicated space for bicyclists results in a dangerous and challenging environment for non-motorized users. Designating a protected off-street path for bicyclists facilitates a safer bicycling environment, reduces bicycle/pedestrian conflict points, and accommodates north/south navigation to signalized intersections to cross the four-lane roadway.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	63, 74, 80, 219, 294, 351, 353, 355, 375
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Existing Routes Indirectly Connected Within One Mile of the Project	61, 63, 64, 70, 74, 80, 219, 294, 350, 351, 353, 355, 361, 364, 365, 375
Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	East 7th Street BRT
Upload Map	Transit.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	3776521.0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	3007089.0
Transitway Ridership Indirectly Connected	3689600.0

Measure B: Pedestrian Connections

Response (Limit 1,400 characters; approximately 200 words)

The proposed project will connect directly to several high pedestrian traffic areas, including Sun Ray Shopping Center, Margaret Recreation Area (a city park and playground), and Eastern Heights Elementary School. The proposed Margaret Street bike boulevard will also help pedestrians connect to the mixed use commercial node at 7th Street & Margaret Street through existing sidewalks. Future extensions of the Margaret Street bike boulevard will extend the bicycle treatments further west to Swede Hollow Park and the Bruce Vento Regional Trail.

A 2015 project will construct enhanced sidewalks and streetscape elements (lighting, trees, sidewalks, etc.) centered on the commercial node at 7th & Arcade, just two blocks from the western terminus of the proposed project and connected via existing sidewalks. A 2016 MnDOT project will construct an off-street path along the west side of McKnight Road at I-94, but the northern terminus of this trail will be at Hudson Road. The off-street path proposed in this project will connect directly to that trail establishing a north/south pedestrian route across I-94 and to the Sun Ray Shopping Center.

Measure C: Multimodal Facilities

The proposed project provides a direct connection to routes 63,74,80,219,294, 351, 353, 355, and 375. The proposed trail along McKnight Road also connects users to the Sun Ray Shopping Center, including the Sun Ray Transit Center, which serves as a critical hub and transfer location for many routes across the east side of Saint Paul. Sun Ray Transit Center is also a planned stop for the Gateway Corridor current in project development phases.

The proposed project will improve conditions for pedestrians and transit users by calming traffic along Margaret Street, providing crossing treatments for pedestrians at major cross streets.

Response (Limit 1,400 characters; approximately 200 words)

The proposed trail along McKnight Road will provide an improved pedestrian experience, including improved snow removal in winter. The project will include typical ADA improvements and ped ramps per FHWA guidelines. The proposed project will improve connections between bicycling, walking, and transit routes, allowing users to transition between modes more easily.

Bus Routes 63 and 74 provide existing midday service of 10-20 minute headways. Route 80 provides service approximately every 30 minutes. Service plans are not yet available for the proposed Gateway Corridor, but it is anticipated to provide a high level of service upon completion.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

2) Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 09/26/2014

3) Environmental Documentation (10 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75%

Document in progress; environmental impacts identified 50%

Document not started Yes 0%

Anticipated date or date of completion/approval 06/01/2017

4) Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listing on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources Yes

0%

Anticipated date or date of completion of historic/archeological review: 04/01/2017

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area Yes

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required Yes

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started Yes

0%

Anticipated date or date of completion 02/01/2018

9)Letting

Anticipated Letting Date 05/01/2018



City of Saint Paul

City Hall and Court
House
15 West Kellogg
Boulevard
Phone: 651-266-8560

Certified Copy

Resolution: RES 14-1921

File Number: RES 14-1921

Authorizing the Department of Public Works to prepare and submit project applications into the Metropolitan Council's Regional Solicitation Process for potential federal funding for projects in years 2018 and 2019, and to commit the local funding match requirement if the Department is awarded the federal funding.

WHEREAS, the Metropolitan Council has released its Regional Solicitation for project applications for potential federal funding in years 2018 and 2019, and

WHEREAS, the Department of Public Works is proposing to submit ~~six~~ seven project applications into the Metropolitan Council's Regional Solicitation process, and

WHEREAS, the ~~six~~ seven project applications being proposed are:

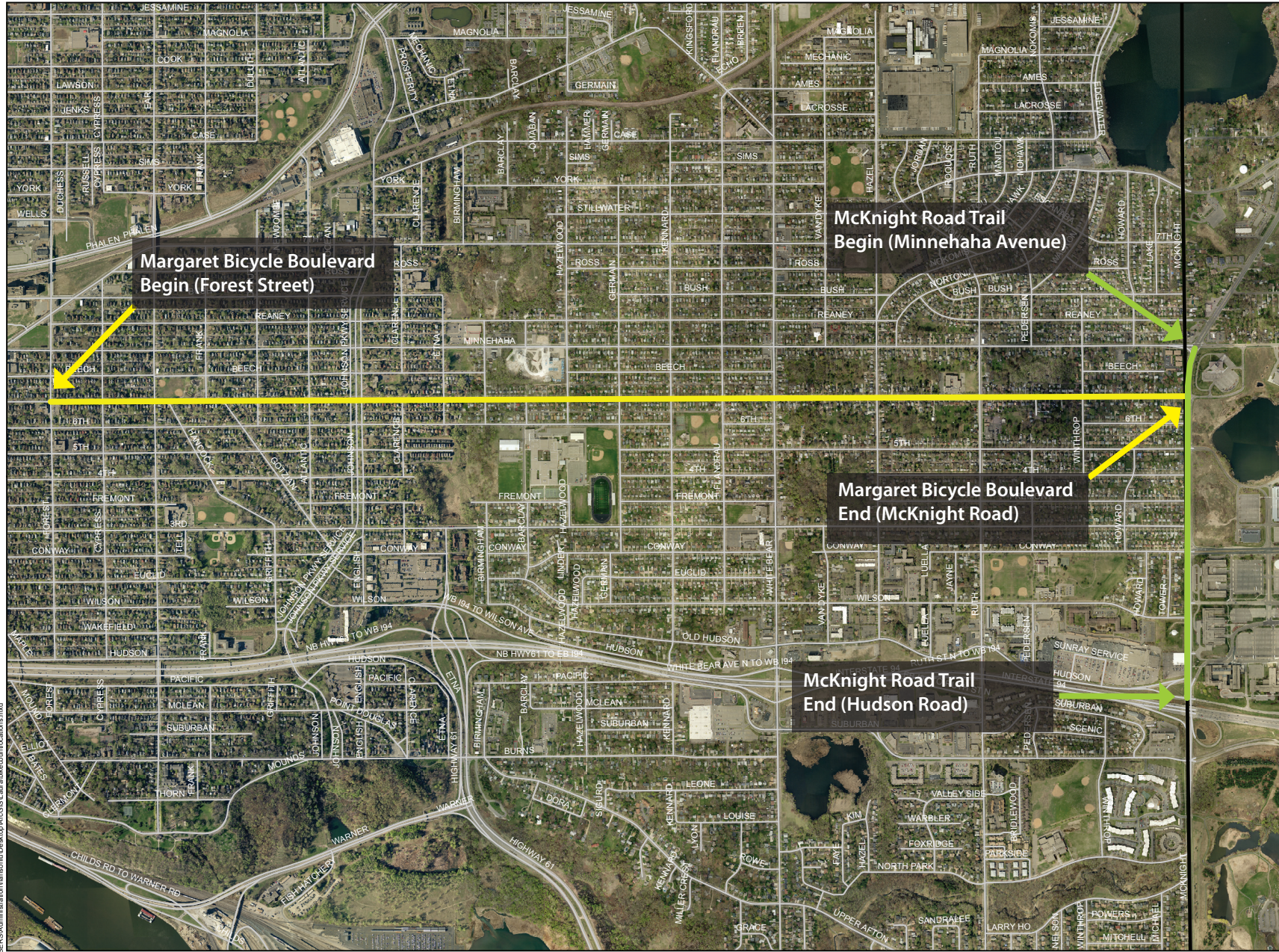
- Replacement of the Kellogg Boulevard/3rd Street Bridge #62080
- Trout Brook Road Extension from Prince Street to Lafayette/Kittson
- Pierce Butler East Extension Ph. II - Arundel to east of Western
- Margaret Street Bicycle Boulevard - Forest Street to McKnight Road
- Rehabilitation of Indian Mounds Park Trail - T.H. 61 to Bruce Vento Trail
- Saint Paul Downtown Traffic Signal Enhancements Program
- The Samuel H. Morgan to Bruce Vento Nature Sanctuary Bicycle and Pedestrian Bridge, and

WHEREAS, if any of the above named projects get selected to receive federal funding the City is prepared to commit to a local funding match of 20% of the total project(s) cost which is a requirement to securing the federal funds, and

WHEREAS, the Mayor, pursuant to Section 10.07.1 of the Charter of the City of Saint Paul, does certify that there will be funds made available for appropriation in future Capital Improvement Budgets if federal funds are awarded to any of the projects listed above; so

THEREFORE BE IT RESOLVED, by the Council of the City of Saint Paul to authorize the Department of Public Works to prepare and submit project applications for federal funding through the Metropolitan Council's Regional Solicitation Process as referenced in this resolution, and

BE IT FURTHER RESOLVED, by the Council of the City of Saint Paul that local funding will be made available as a match to any and all federal funds that are awarded to any of the projects referenced in this resolution. These funds will be identified and made available in future years capital improvement budgets.



Margaret Street Bicycle Boulevard and McKnight Road Trail



RBTN Evaluation and Major Barriers

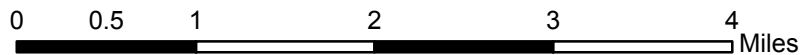
Multiuse Trails and Bicycle Facilities Project: Margaret St Bike Blvd & McKnight Trail | Map ID: 1416505891736

Results

Project IN TIER 1 Bicycle Transport Corridor.



- Project
- Principal Arterials
- RBTN Tier 1
- Minor Arterials
- RBTN Tier 2
- Principal Planned Arterial
- Railroads



Created: 11/20/2014
LandscapeRSA1



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

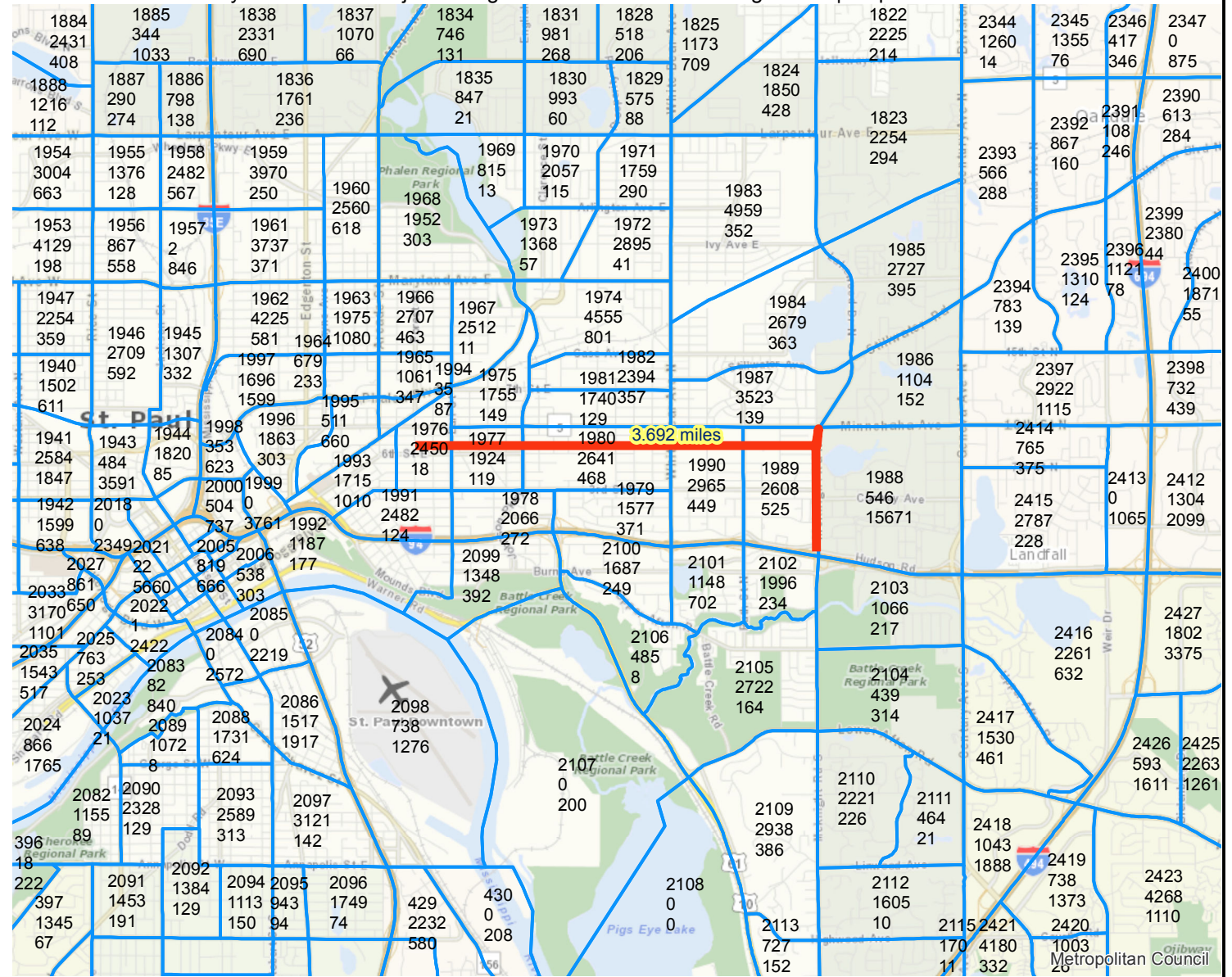


Population Summary

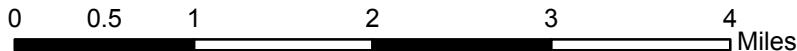
Multiuse Trails and Bicycle Facilities Project: Margaret St Bike Blvd & McKnight Trail | Map ID: 1416505891736

Results

Within ONE Mile of project:
 Total Population: 82226
 Total Employment: 35364



Project
 2010 TAZ



Created: 11/20/2014
 LandscapeRSA4

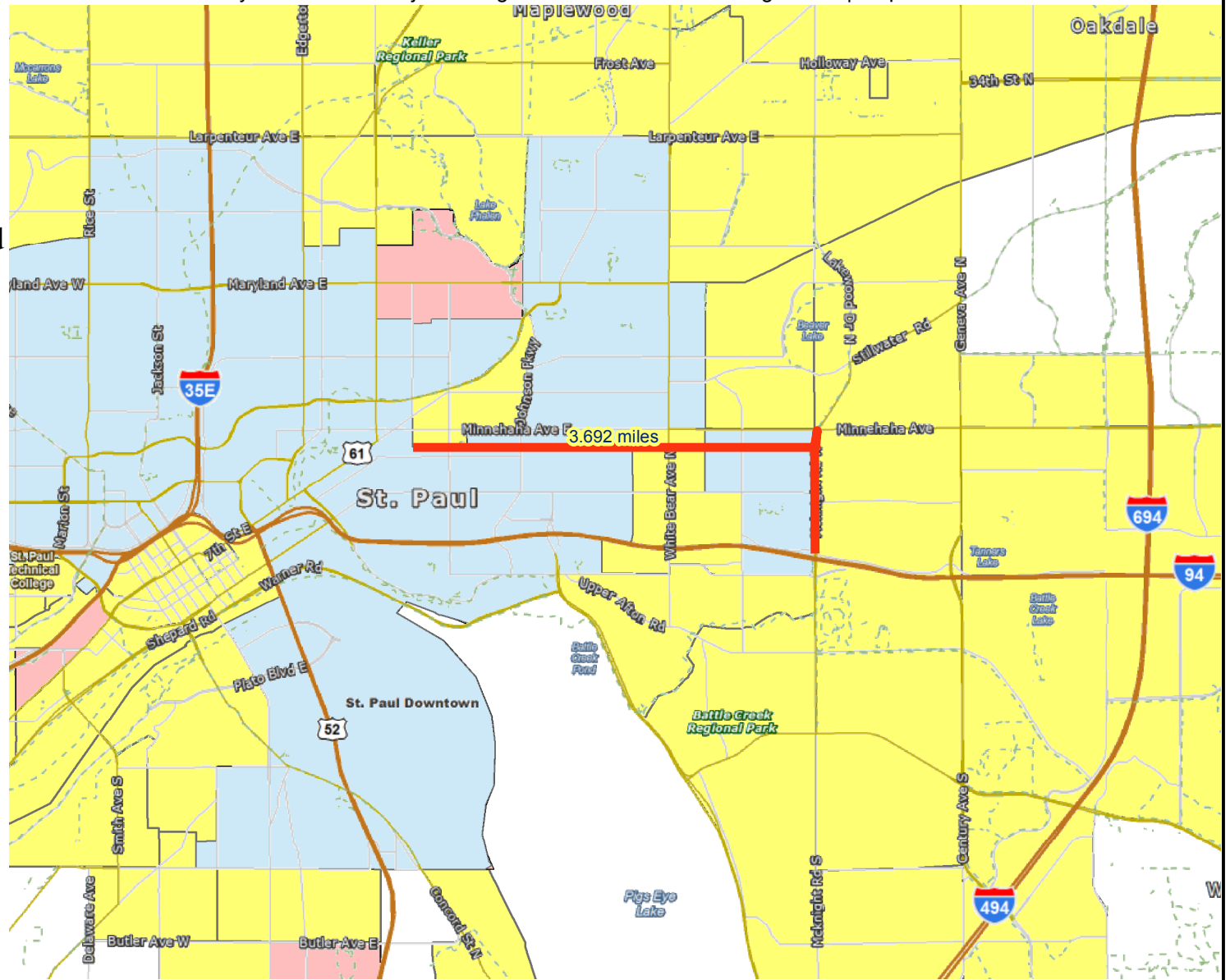


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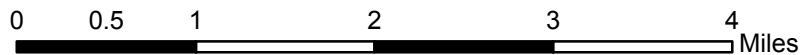


Results

Project IN a racially concentrated area of poverty.



- Project
- Racially concentrated area of poverty
- Concentrated area of poverty
- Above reg'l avg conc of race/poverty



Transit Connections

Multiuse Trails and Bicycle Facilities Project: Margaret St Bike Blvd & McKnight Trail | Map ID: 1416505891736

Results

Transit with a Direct Connection to project:
63 74 80 219 294 351 353 355 375

Transit within QTR mile of project:
63 74 80 219 294 350 351 353 355 375

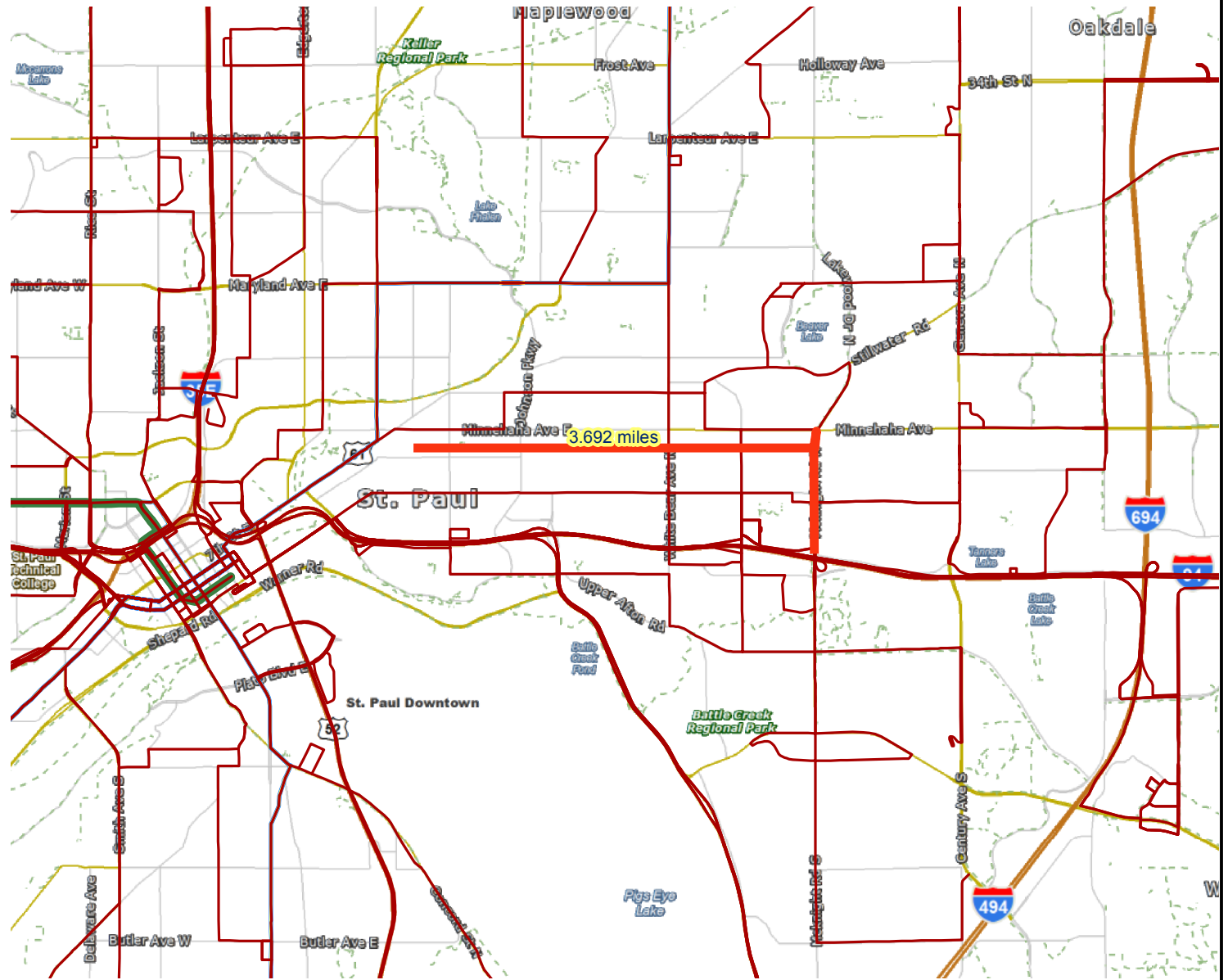
Transit within HALF mile of project:
61 63 70 74 80 219 294 350 351 353 355 375

*East 7th

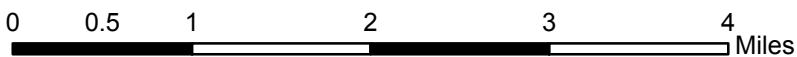
Transit within ONE mile of project:
61 63 64 70 74 80 219 294 350 351 353 355 361 364 365 375

*East 7th

*indicates Planned Alignments



— Project
 — Transit Routes
 — Green Line
 — Arterial BRT
 — Transitway
 — Planned Alignments



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LandscapeRSA3



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